

**Amendments to the claims:**

1. (currently amended) A device for generating safe status signals of a vehicle (9) that is movable along a given guideway (1), comprising:

data transmitters (2, 11) stationarily disposed along said guideway (1) and provided with data[.];

data acquisition units (21) mounted on the vehicle (9) and used for scanning the data transmitters (2, 11) and for supplying data signals[.]; and

an evaluation device (24) connected to said data acquisition units (21) for evaluating the data signals, ~~characterized in that there are~~ at least two of the data acquisition units (21) are connected to the evaluation device (24), ~~and that~~ wherein the evaluation device (24) has an output (25) for delivering safe status signals when and as long as at least two data acquisition units (21) supply matching data, ~~and wherein the data transmitters (2) comprise second position transmitters provided with relative location data (3).~~

2. (currently amended) A device according to Claim 1, ~~characterized in that~~ wherein at least two stationary disposed data transmitters (2, 11) are mounted at the guideway (1) and that the vehicle (9) comprises at least four data acquisition units (21) assigned in pairs to said data transmitters (2, 11).

3. (canceled)

4. (currently amended) A device according to Claim 1 ~~[[3]], characterized in that~~  
wherein the data transmitters (11) are comprised of position transmitters  
provided with binary-code location data.

5. (canceled)

6. (currently amended) A device according to Claim 1 ~~[[5]], characterized in that~~  
wherein the second information transmitters (2) are comprised of long-stators of  
long-stator linear motors for driving said vehicle (9), said long-stators being  
comprised of grooves (3) and teeth (4) and disposed along said guideway (1).

7. (currently amended) A device according to Claim 1 ~~[[5]], characterized in that~~  
wherein the data acquisition unit (21) is comprised at least of one first sensor  
(14) for the absolute location data and of a second sensor (17) for the relative  
location data.

8. (currently amended) A device according to Claim 7, ~~characterized in that~~  
wherein the evaluation device (24) is so configured that it evaluates those  
location data as correct that are issued by the relevant other sensor (17 and/or  
14) of the same data acquisition unit (21) if one of the two sensors (14, 17) of  
said data acquisition unit (21) fails to work.

9. (currently amended) A device according to Claim 1, ~~characterized in that~~  
wherein the evaluating device (24) is configured for supplying safe location,  
speed and/or direction signals for said vehicle (9).

10. (currently amended) A device according to Claim 9, ~~characterized in that~~  
wherein the evaluation device (24) is so configured that the safe speed and  
direction signals can be derived from the relative location data.

11. (currently amended) A device according to Claim 1, ~~characterized in that~~  
wherein at least eight data acquisition units (21) are provided on the vehicle (9)  
which are arranged in pairs at the front and rear area and on the right and left  
side each of the vehicle.

12. (currently amended) A device according to Claim 2, ~~characterized in that~~  
wherein the evaluating device (24) is so configured that the reliable status signals  
are only generated if a majority of the data acquisition units (21) supplies  
matching data signals.

13. (currently amended) A device according to Claim 1, ~~characterized in that~~  
wherein the evaluation device (24) comprises of at least two computer systems  
connected to the same data acquisition units (21) and that a status signal is only  
issued if both computer systems supply matching location data.

14. (currently amended) A device according to Claim 13, ~~characterized in that~~  
wherein the two computer systems are differently configured in terms of their  
hardware and/or software.